Port of Baltimore

presented to
Rio Delegation Visit
Chesapeake Bay Study Tour

July 29, 2013
Presentation Overview

• Port Overview

• Economic Impact

• Environmental and Dredging Efforts

• Outreach and Education Activities
Port Overview
Port of Baltimore Public and Private Terminals

- A World Trade Center Baltimore
- B Clinton Street Marine Terminal
- C Rukert Terminals Corporation
- D Consolidation Coal Sales Co. Marine Terminal
- E Intermodal Container Transfer Facility (I.C.T.F.)
- F Seagirt Marine Terminal
- G Dundalk Marine Terminal
- H Chesapeake Bulk Stevedores
- I Hawkins Point Terminal
- J CSX Coal & Ore Piers/Curtis Bay Co. Bayside Coal Pier
- K Chesapeake Terminal
- L ST Services
- M Atlantic Terminal
- N Fairfield Auto Terminal
- O Masonville Marine Terminal
- P South Locust Point Marine Terminal
- Q North Locust Point Marine Terminal
- R Baltimore Metal & Commodities Terminal
- S U.S. Gypsum
- T National Gypsum
The Port of Baltimore is a complex mix of Private and Public terminals....handling diverse bulk & general cargoes.

- Forest Products
- Sugar
- Salt & Fertilizers
- Coal & Iron Ore
- Autos
- Forest Products
- Containers
- Construction Farming
- Mining
The Port has global reach, connecting many suppliers and markets worldwide.

POB’s International Cargo in 2012 is estimated to be between 36 and 37 Million Tons.

POB est. Tons (Millions)
Imports = Red (14 M)
Exports = Blue (23 M)
Most of the Port’s tonnage is Bulk cargoes, but most of the value is in General cargoes. MPA handles the majority of General cargo.

2012 est. Foreign Cargo
36 - 37 Million Tons

Mostly Private Terminals

Private Facilities

Coal & Coke
68%

Est. Bulk Cargo
27 Million Tons

Est. General Cargo
10 Million Tons

Est. Bulk Cargo

Other

Sugar
3%

Salt
5%

Gypsum
2%

Iron Ore
7%

Petro
6%

Public (MPA) Terminals
95%

5%

POB Foreign Cargo is estimated based on 11 months data.
• MPA general cargo tonnage in 2012 totaled 9.6M tons, which shattered our previous yearly record of nearly 9M tons set in 2008 before the Recession.

• MPA’s cargo volumes for 2012 were 6.6% greater than in 2008.

• In addition, the MPA set annual tonnage records for Automobiles, Ro/Ro and Containers.
Cruise records were attained in 2009, 2010 and again in 2011. The port saw over 100 cruise ships visit in 2012.
Economic Impact
Economic Impact - Port of Baltimore Cargo and Cruise Activity

- 40,040 jobs are generated:
  - 14,630 direct jobs
  - 14,470 induced jobs
  - 10,940 indirect jobs

- $3.0 billion in wages and salaries

- $304 million state and local taxes
Although the POB is not a single employer, it would rank #9 (above Aberdeen Proving Ground) as a top employer in Maryland.

<table>
<thead>
<tr>
<th>Employer</th>
<th>Employees</th>
<th>Product / Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Fort George G. Meade</td>
<td>41,000</td>
<td>Military installation/intelligence</td>
</tr>
<tr>
<td>2 University System of Maryland</td>
<td>35,803</td>
<td>Higher education</td>
</tr>
<tr>
<td>3 Johns Hopkins University</td>
<td>27,000</td>
<td>Higher education</td>
</tr>
<tr>
<td>4 Johns Hopkins Hospital &amp; Health System</td>
<td>20,273</td>
<td>Hospitals; health services</td>
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<tr>
<td>5 National Institutes of Health</td>
<td>17,842</td>
<td>Federal agency</td>
</tr>
<tr>
<td>6 Walmart</td>
<td>17,715</td>
<td>Consumer goods</td>
</tr>
<tr>
<td>7 University of Maryland Medical System</td>
<td>15,000</td>
<td>Hospitals; health services</td>
</tr>
<tr>
<td>8 MedStar Health</td>
<td>14,867</td>
<td>Hospitals; health services</td>
</tr>
<tr>
<td>9 Aberdeen Proving Ground</td>
<td>13,984</td>
<td>Military installation</td>
</tr>
<tr>
<td>10 Giant Food</td>
<td>13,403</td>
<td>Groceries</td>
</tr>
<tr>
<td>11 U.S. Social Security Administration</td>
<td>13,000</td>
<td>Federal agency</td>
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<td>12 Verizon Maryland</td>
<td>11,253</td>
<td>Communications services</td>
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<td>13 Naval Air Station Patuxent River</td>
<td>10,965</td>
<td>Military Installation</td>
</tr>
<tr>
<td>14 Northrop Grumman</td>
<td>10,800</td>
<td>Electronics systems</td>
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<tr>
<td>15 Lockheed Martin</td>
<td>9,245</td>
<td>Aerospace and electronics</td>
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<tr>
<td>16 Marriott International</td>
<td>9,170</td>
<td>Food and lodging services</td>
</tr>
<tr>
<td>17 Adventist HealthCare</td>
<td>8,572</td>
<td>Hospitals; health services</td>
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<tr>
<td>18 National Naval Medical Center</td>
<td>8,108</td>
<td>Hospital; health services</td>
</tr>
<tr>
<td>19 Andrews Naval Air Facility Washington</td>
<td>8,057</td>
<td>Military installation</td>
</tr>
<tr>
<td>20 Constellation energy</td>
<td>7,501</td>
<td>Energy services</td>
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</table>
Environmental and Dredging Efforts
Port of Baltimore
Channel System

• >300 miles of channel
• 135 miles dredged
• 35’ access from north
• 50’ access from south

Long-Term Average
Annual Dredging Volumes

C&D Canal 0.04 +/- Mcy
C&D Canal Approaches 1.2 Mcy
MD Bay Channels 2.0 Mcy
Harbor Channels 1.5 Mcy
VA Bay Channels 0.5 Mcy

Total 5.24 Mcy

20-yr demand 104.8 Mcy
The Port of Baltimore is thriving because of its Reliable navigational system.

As ships get larger, a Dependable channel system is critical to continued success - Big Ships need Deep Water and wider channels.

All less expensive options have been exhausted and the future challenge is to continue the Reliability of the Port’s navigation system with a significant decline in Federal funding.

Maintaining a cost-effective, environmentally-sensitive, and community-supported dredging program is an ongoing challenge.
Maryland State Dredged Material Management Program

- Used to establish long-term dredging placement plans
- Relies on input from stakeholders
DMMP Public Involvement

- Public involved in planning and implementation of Dredged Material Containment Facility and mitigation and community enhancement projects
- Categories of involved public:
  - Agency representatives
  - Local government
  - Defined groups and organizations – environmental, community, business, etc.
  - Educational institutions
  - Private citizens
Public Involvement Methods

- **Port Industry and Business Involvement**
- **Science and Technical Working Group**
  - Bay Enhancement Work Group
  - Joint Evaluation Committee
- **Ongoing coordination with Public involvement through:**
  - Harbor Team meetings
  - Public meetings - Formal and informal
  - Various Citizens Advisory Committee Meetings
- **Regulatory Agencies involvement through:**
  - Bay Enhancement Work Group
  - Management Committee
  - Executive Committee
Dredged Material Management is accomplished through several means

- Beneficial Reuse – habitat and wetland creation
- Upland Containment
- Island Restoration – perhaps with recreational aspects
- Upland Creation
- Innovative reuse being explored
Poplar Island was 1,100+ acres in the mid-1800s, but eroded to 3 acres by the 1990s before being restored by MPA and Corps.
Masonville Dredged Material Containment Facility

Masonville DMCF

Masonville Cove Environmental Education Center and Nature Area
Creating Aquatic Habitat

Poplar Island Restoration
Creating Terrestrial Habitat

Poplar Island

Hart/Miller Island

Ft. McHenry

Wetlands Restoration
Creating Wetland Habitat

Hart/Miller Island South cell

Swan Creek

Poplar Island

Hart/Miller Island South cell

Swan Creek
Maryland Port Administration

*Green Port* Initiatives

**Environmental Initiatives:**

- Port/EPA/MDE Environmental Compliance Workshops
- Remediate Chromium Ore Processing Residue (COPR) at Dundalk
- Environmental Management System Certified ISO 14001:2004
- Unique Mobile Ballast Water Test Platform
- Diesel Emissions Reduction Program
- Stormwater and TMDL’s
- Schoolyard greening
Outreach and Education Activities
Port of Baltimore Outreach Program
Adult and Children

Teacher Training - Hands-on activities at a DMCF.

In-School presentations: Terrapins in the classroom

Port employees cleaned up tons of trash and debris in local City park

Planting activity at a dredged material containment site

Curriculum Development - Students learn about port operations
Port of Baltimore’s Bottom line:

- The Port links Maryland and the Mid-Atlantic region to the global marketplace.
- The Port stimulates the flow of waterborne commerce through the State of Maryland in the best interested of the citizens.
- The Port is a large economic impact on the State of Maryland and sustains jobs.
- The Port is located in a unique place (the Bay) and we know that we impact it and it impacts us.
- The Port incorporates environmental sustainability into our work, both in large (poplar island) and small (floating wetlands in the harbor) ways.
- The Port supports and implements the Chesapeake Bay environmental initiatives.
POB is an Environmental Leader

- Committed to sustainability which includes:
  - Maintaining and protecting the environment
  - Community outreach and partnerships
  - Fostering and maintaining successful business environment

- A true Port of Baltimore effort, not just MPA